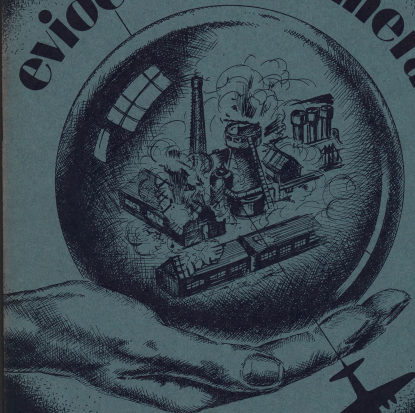


evidence in camera



Issued by
AIR MINISTRY A.C.A.S.(I)

VOLUME 4

NUMBER 1

JULY 5TH 1943



FOR OFFICIAL USE ONLY



EVIDENCE IN CAMERA

1. This G.U.D. document may be loaned to Officers' Messes and Station Reference Libraries. (K.R. & A.C.L. 882, 1216(c), 1287.)

2. The only legitimate use which may be made of official documents or information derived from them is for the furtherance of the public service in the performance of official duties.

3. The publication of official documents, information from them, reproduction of extracts or their use for personal controversy, or for any private or public purpose without due authority is a breach of official trust under the OFFICIAL SECRETS ACTS, 1911 and 1920, and will be dealt with accordingly. (K.R. & A.C.L. 1671, 1672, 2138.)

4. Copies not required for record purposes should be disposed of as Secret Waste in accordance with A.H.D. A.411/46.

SEE FURTHER INSTRUCTIONS ON BACK OF COVER.



He has to let it out—you don't.

PHOTOGRAPHIC RECONNAISSANCE OF GREAT R.A.F.
ATTACK ON DUSSELDORF



Industrial and residential damage caused in the night attack on DUSSELDORF (11, 12-4-40) was extremely heavy and no less than 1,500 acres of devastation is recorded on reconnaissance photograph. The central part of the city lying between the river and the railway suffered severely and this photograph shows a typical area of devastation around Graf Adolf Platz. Many business premises and offices are centered in this closely packed area and despite the broad screens the fires must have been completely out of control.



Almost all the transport sheds, warehouses and goods station buildings of the marshalling yard at DUSSELDORF (Düsseldorf) were destroyed. Very few undamaged buildings can be seen in this area of business and commercial premises.



DÜSSELDORF. Factories engaged in important war work were also severely damaged. Although part of the damage at Röchterswerke A.G., arms products, (A) was sustained previously the major portion was caused in the attack of 11/11/41. Other damaged industrial premises include Hies Lehmann u. von Kottshewitz A.G., turbine engineers, (C) and Deutsche Röchterswerke A.G., Oberbels, steel tubes (D), also severely damaged previously.



Repairs on the DÜSSELDORF Main Railway Station, damaged at (A) by a 4,000 lb. bomb in September, 1940 (See Page 53, Vol. 3, No. 2) and again (B) in an attack early 1941, were incomplete when further hits were made on 11/11/41. The Express Goods Depot (C) and the Parcel Office (D) were severely damaged and the Main Station Hall (E) is roofless. Other damaged buildings include the Post Office (F) and the factories of Schiewe/Deines A.G., machine tools (G), and Fritz u. Walther A.G. (H).



FURTHER DEVASTATION IN DÜSSELDORF

Another area of devastation in the south-east of the city where industrial buildings join the business/ residential area.



An area to the South of DÜSSELDORF (arrows) appears to have been the centre of a large explosion and suggests the site of an explosives store. A large area in the vicinity has been damaged by blast. The paper factory (A) of Schürtsch. Dinkelsch. at Birk has been severely damaged, while another large area of damage (B) is seen as and around K. Wörner u. Co. (Hilting).

FIRST HEAVY ATTACK ON WUPPERTAL



In the first heavy attack on WUPPERTAL (25 JULY 40) very heavy damage was caused, chiefly in BARMEN where upwards of a thousand acres were devastated. Factories and public buildings were destroyed in this congested valley engaged in producing textiles, small machinery and tools. Among the scores of damaged buildings in Barmer are those of Vorwerk and Co., manufacturers of light machinery (A), the Town Hall (B), the Power Station (C) and the Railway Station (D) on the Overhead Railway.

FACTORIES DAMAGED IN CONGESTED VALLEY



BARMEN-BUTTERFLAUZEN Railway Station was devastated. The Passenger Station (A) and Goods Station (B) have been wrecked and numerous small factories are included in this large area of destruction. The Station of the Overhead Railway (C) is surrounded by the shells of buildings.

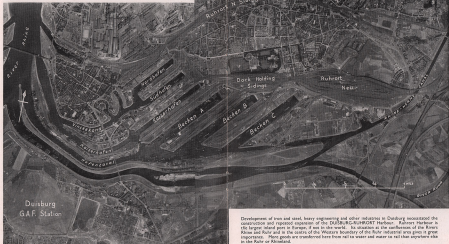


More than thirty medium or large buildings of the armament and locomotive works of Schneider et Cie, LE CRUSOT, were damaged in the R.A.F. attack on 17/10/41. At the Processing Works, the Forging Shop (A) and Turbine or Turbocompressor Shop (B) were extensively damaged by H.E. The Bar Stores and other buildings (C), damaged in the previous R.A.F. attack, were destroyed or badly damaged. Other seriously damaged workshops included the Heavy Forging Department, and Armour Plate Bending Shop (D) and Rolling Mills (E and F). Damage to the two Rolling Mills covers an area of approximately 14,000 sq. yds.



The main building (A) of LE CRUSOT Steelworks was damaged by direct hit over an area of 4,000 sq. yds, while the Light Forging Shop (B) was also hit. The Bar and Locomotive Shops (C) were involved over approximately 75 per cent. of their combined area; other buildings are roofed and still burning.

Learning Objectives



Development of iron and steel, heavy engineering and other industries in Duisburg necessitated the construction and repeated expansion of the **DUISBURG-ESSENHOFEN Harbour**. Ruhrort Harbour is the largest inland port in Europe, it was in the world. Its situation at the confluence of the River Rhine and Ruhr and in the centre of the Western boundary of the Ruhr industrial area gives it great importance. Most goods are transferred here from rail to water and more to rail than anywhere else in the Ruhr or Rheinland.



NIGHT EIGHTEN AIRFIELD
DEVELOPMENT

Construction work on this airfield near FLORENNES, Belgium, has been continuing during the past nine months. Inset photograph shows construction in an early stage. A few months later considerable progress has been made. The runway (A) had been completed and two additional runways were being prepared. A dispersal area (B) was under construction with villa type shelters. Surfacing of perimeter track and construction of a large hangar (C) had also taken place. A quarry (D) has been filled in with spoil excavated from the runway site.



This photograph of FLORENNES airfield taken a few weeks after that on the preceding page shows extraordinary progress. Leveling is starting everywhere; the runways are practically finished and partly sowed down. Turf has been removed from adjoining fields (A) to make a grass surface for the landing area. An additional dispersal area (B) is being prepared and construction details of the villa type hangars (C) can be seen. A number of Me. 110s parked on the new complex servicing tarmac (D) and elsewhere show that the airfield is already in use. (E) Crashed Douglas aircraft.



MODERN
BERLIN
FACTORY

The Hertel Linde factory in the Wilmanns suburb of BERLIN produces machine tools. The factory, seen from the air photograph on the opposite page, is of modern design and built to provide the best and safest working conditions possible. Squared grounds were laid out around the original building and maximum light is obtained through the large windows running the whole length of the building.

These two photographs were taken from the positions (R) and (B) indicated on the opposite vertical view. Below the administrative office block (above) run the employees' canteen and rest room.

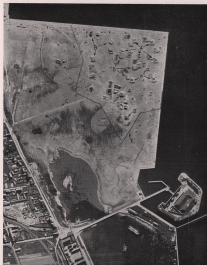


Hertel Linde Factory, BERLIN

Considerable additions have been made to the original plan (C) since the photographs on the opposite page were taken. The gantry crane and loading bay adjoining the railway siding are visible at the top (D). The jig boring equipment manufactured at the factory is vital to the German aircraft industry.



Considerable construction of coastal defenses is taking place at MAMPERTUS, near CHERBOURG. These defenses, serviced by a light railway, include numerous concrete casemate shelters (A) in various ranges of construction, cable trenches (B) and a stores dump (C). There is also a three gun light flak position (D) and a 40 mm. searchlight (E).



An eight gun AA Coastal Defense battery has been constructed on CHERBOURG Quai. Gun emplacements (A), three unoccupied, have been built on top of concrete shelters. Further concrete shelters (B) are for personnel, ammunition, etc. The gun positions are joined by cable trenches (C) and the whole position is defended by light flak (D) and mine (E). Further installations include R.C.L. (Radio Gun Laying) shelters (F) and a stores dump (G).



CATAPULT SHIPS

There are five catapult ships in the German Navy. Three of these have been specially built and two are converted merchantmen. The Germans use these ships in Northern waters probably as catapult reconnaissance vessels from them. A crane is usually carried at the after end of the catapult.



Top: OTHMARK II (201 ft. o.a.). The catamaran in the picture line extends almost four-fifths of the ship's total length. Note the square gun positions on each side of the catamaran.

Center: A previous oblique photograph of the OTHMARK II.

Left: OTHMARK II (201 ft. o.a.). The catamaran extends almost the full length of the deck. Circular gun positions on each side of the catamaran are well forward. The aircraft are by 134.



Right: WESTFALLEN (409 ft. o.a.), a converted merchant vessel. The catamaran extends almost the full length of the deck but is on the starboard side. Note the gun positions.



Above: FREISINLAND (323 ft. o.a.). The catamaran extends along the port side shaft the superstructure.



Right: SCHWABENLAND (144 ft. o.a.), a converted merchant vessel. The catamaran is also on the port side of the superstructure.



The Fiat G.12, originally designed as an airliner, is now used as a military transport.

Above: A captured G.12 (left) with typical Italian mottled camouflage, now bears R.A.F. wing markings. With it is a Ju. 52.

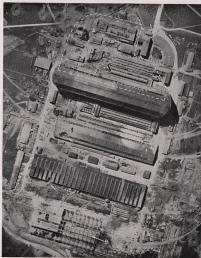
Right: G.12s (arrows) at the Fiat factory at TURIN.



G.12s (A) are fairly frequently seen at Italian air bases. The other aircraft are S.M.82s (B) and S.M.84s (C).

MILITARY TRANSPORT FIAT G.12

DAMAGE TO FRIEDRICHSHAFEN FACTORY



The important light metal casting works of Luftschiffbau Zeppelin GmbH., reported to be making wireless components and wires, were severely damaged by H.E. bombs in the ERM, at FRIEDRICHSHAFEN by Bomber Command on 21/11/42. An area (A) of about three acres was destroyed and there was damage to the giant hangar in which Zeppelins were formerly built. Direct hits and near misses caused extensive damage to other large buildings, including that under construction (B).

EVIDENCE IN CAMERA

This weekly document will consist of a collection of illustrations varying in number in each issue according to the quantity of material of sufficient interest and suitable for reproduction that is received.

2. Requests for material to be included in this document should be submitted to Command Headquarters, who, after consideration, will submit them to Air Ministry, A.D.I.(Ph.). Any useful suggestions as regards contents will receive full consideration and will be welcomed.

3. Distribution is carried out by Air Ministry (A.I.I) and any requests for fewer or additional copies must be made through Group Headquarters who will ensure the maximum possible economy.

4. Under no circumstances must any of the illustrations be reproduced by Units in the British Isles. Further copies can be printed from the existing blocks and independent photographic reproduction would be a waste of material and labour to the detriment of the National War Effort.

5. The distribution of photographs to the general public is carried out through the Press who are supplied with photographs which have been specially selected for their general interest and have been published after careful consideration by the Security Branch and by the Ministry of Information ; it is therefore unnecessary as well as undesirable to communicate any of the contents of this document, either directly or by discussion in public places, to persons not enjoying the privilege of serving in H.M. Forces.

6. The document has not been officially graded as Secret or Confidential in order that the widest distribution may be given, but Commanding Officers should use their discretion to ensure that the appropriate information is available only to those whose work will benefit.

7. The necessity for security cannot be over emphasised, for although this document is not marked Secret some of its contents may occasionally be of value to the enemy. Every care must be taken to prevent such information being disclosed.

